IN THE CLAIMS

The status of the claims as presently amended is as follows:

1. (*Currently Amended*) An output power controlling apparatus for an internal combustion engine ~~for controlling operation of an output power adjustment member based on a target torque correlation value~~, comprising:

an output power adjustment section for controlling output power of the engine based on a target torque correlation value;

a vibration component prediction section for predicting a vibration component to be generated on a vehicle from the target torque correlation value using a predetermined prediction model; and

a feedback correction section for feedback correcting the target torque correlation value based on the vibration component predicted by said vibration component prediction section ~~so as~~ to suppress the vibration,

wherein said feedback correction section includes a control gain variation section for setting a control gain based on the vibration component predicted by said vibration component prediction section.

2. (*Currently Amended*) ~~The~~An output power controlling apparatus for an internal combustion engine ~~as claimed in claim 1~~, comprising:

an output power adjustment section for controlling output power of the engine based on a target torque correlation value;

a vibration component prediction section for predicting a vibration component to be generated on a vehicle from the target torque correlation value using a predetermined prediction model; and

a feedback correction section for feedback correcting the target torque correlation value based on the vibration component predicted by said vibration component prediction section to suppress the vibration,

wherein the predetermined prediction model is set based on a transfer function of a second-order lag system.

3. (*Currently Amended*) The output power controlling apparatus for an internal combustion engine as claimed in claim 1, wherein said ~~feedback correction section includes a~~ control gain variation section ~~for setting a~~sets the control gain to a higher value in response to an increase of the vibration component predicted by said vibration component prediction section.

4. (*Currently Amended*) The output power controlling apparatus for an internal combustion engine as claimed in claim 1, wherein the target torque correlation value is calculated based on an accelerator opening~~, and said output power adjustment member is controlled based on the target torque correlation value after corrected~~.

5. (*Currently Amended*) The output power controlling apparatus for an internal combustion engine as claimed in claim 2, wherein, where a target vehicle attenuation coefficient is represented by ζ', an actual vehicle attenuation coefficient by ζ, a natural frequency set in accordance with a transmission gear ratio by ω_n, and a Laplace operator by s, the ~~transmission~~transfer function is calculated in accordance with

$$1/(s^2 + 2\zeta\omega_n s + \omega_n^2)$$

and a control gain K set by said feedback correction section is calculated in accordance with

$$K = (\zeta' - \zeta) \cdot 2\omega_n$$

6. (*Currently Amended*) A~~n output power controlling~~ method ~~for an internal combustion engine for~~of controlling ~~operation of~~ an output power adjustment member of an internal combustion engine based on a target torque correlation value, comprising the steps of:

~~a vibration component prediction step of~~ predicting a vibration component to be generated on a vehicle from the target torque correlation value using a predetermined prediction model; and

~~a feedback correction step of~~ feedback correcting the target torque correlation value based on the vibration component predicted by the vibration component prediction step ~~so as~~ to suppress the vibrations,

wherein the feedback correction step includes the step of setting a control gain variation based on the vibration component predicted by said vibration component prediction section.

7. (*Currently Amended*) ~~The output power controlling~~A method ~~for~~of controlling an output power adjustment member of an internal combustion engine based on a target torque correlation value~~as claimed in claim 6~~, comprising the steps of:

predicting a vibration component to be generated on a vehicle from the target torque correlation value using a predetermined prediction model; and

feedback correcting the target torque correlation value based on the vibration component predicted by the vibration component prediction step to suppress the vibrations,

wherein the predetermined prediction model is set based on a transfer function of a second-order lag system.

8. (*Currently Amended*) The ~~output power controlling~~ method ~~for an internal combustion engine~~ as claimed in claim 6, wherein the ~~feedback correction step includes a~~ control gain variation setting step ~~of setting a~~sets the control gain to a higher value in response to an increase of the vibration component predicted by the vibration component prediction step.

9. (*Currently Amendded*) The ~~output power controlling~~ method ~~for an internal combustion engine~~ as claimed in claim 6, wherein the target torque correlation value is calculated based on an accelerator opening~~, and said output power adjustment member is controlled based on the target torque correlation value after corrected~~.

10. (*Currently Amended*) The ~~output power controlling~~ method ~~for an internal combustion engine~~ as claimed in claim 7, wherein, where a target vehicle attenuation coefficient is

represented by ζ', an actual vehicle attenuation coefficient by ζ, a natural frequency set in accordance with a transmission gear ratio by ω_n, and a Laplace operator by s, the ~~transmission~~transfer function is calculated in accordance with

$$1/(s^2 + 2\zeta\omega_n s + \omega_n^2)$$

and a control gain K set by said feedback correction step is calculated in accordance with

$$K = (\zeta' - \zeta) \cdot 2\omega_n.$$

11. (*New*) The output power controlling apparatus for an internal combustion engine as claimed in claim 1, wherein the output power adjustment member comprises one of a throttle, an ignition coil, and an injector.

12. (*New*) The method as claimed in claim 6, wherein the output power adjustment member comprises one of a throttle, an ignition coil, and an injector.

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